

**FORT LAUDERDALE COMMUNITY REDEVELOPMENT AGENCY (CRA)
CITY COMMISSION CONFERENCE ROOM
JUNE 13, 2001**

Mayor Naugle called the meeting to order at 4:00 P.M. Roll was called, and a quorum was present.

Present: Mayor Naugle
Commissioner Cindi Hutchinson
Commissioner Gloria F. Katz
Commissioner Carlton Moore
Commissioner Tim Smith (4:02)

Absent: None

Also Present: City Manager
City Attorney
City Clerk

1. Minutes of the May 8, 2001, Regular CRA Meeting

Motion made by Commissioner Moore and seconded by Commissioner Katz that the minutes of the May 8, 2001 Regular CRA meeting be approved as presented. Roll call showed: YEAS: Commissioners Katz, Moore, Hutchinson, and Mayor Naugle. NAYS: none.

At 4:02 P.M., Commissioner Smith arrived at the meeting.

8. Presentations for the Respondents to the Request for Proposal (RFP) for I-95 and West Broward Boulevard Parcel (Konover Property)

The City Manager advised that due to the fact that this meeting date had been changed from yesterday to today, not all of the respondents had been able to reschedule. Therefore, he suggested that this item be deferred to the July meeting.

Motion made by Commissioner Moore and seconded by Commissioner Hutchinson to defer this item to 2:00 P.M. on July 10, 2001. Roll call showed: Commissioners Katz, Smith, Moore, Hutchinson, and Mayor Naugle. NAYS: none.

2. Presentation by Anthony Abbate & Associates

A motion was presented to instruct CRA staff to work in concert with appropriate City staff, including the Planning & Zoning and Engineering Divisions, to review and develop any Code changes necessary to implement the design guidelines for proposed development, as detailed in Memorandum No. 01-882.

Ms. Kim Jackson, CRA Manager, explained that the 1999 Call for Action discussed a few years ago had formed a good foundation for the plans for Flagler Heights. That had been forwarded incrementally, and the infrastructure design guidelines were the next issue. She stated that these guidelines had been the culmination of a workshop and many meetings involving the community, the CRA and the City's Engineering and Planning Divisions. Ms. Jackson reported that this plan had been presented to the CRA Advisory Board in February, 2001, and the Downtown Development Authority (DDA) had reviewed the entire document.

Ms. Jackson stated that should the CRA decide to move forward with these design guidelines after hearing the presentation and input from the Flagler Heights Civic Association, staff would move forward to initiate any changes necessary to put this plan into the regulatory process for implementation.

Mr. Mike Ferber, Flagler Heights Civic Association, said he could speak at length about the value and benefits of this plan, but he was sure everyone understood all the issues. He stated that there was overwhelming and enthusiastic support for the plan amongst the stakeholders in the neighborhood. Mr. Ferber expressed his gratitude to City staff, who had given so generously of their time and experience from the outset in the creation of this very good plan.

Mr. Anthony Abbate, Architect, was on hand to provide a presentation. There were technical difficulties with the video equipment, and it was the consensus to temporarily table the item while those problems were addressed.

3. Design Guidelines for Sistrunk Boulevard and 6th Street Corridor

A motion was presented to approve issuance of a Request for Proposals (RFP) to contract with a consulting firm for design guidelines and coordination services for the Sistrunk Boulevard and 6th Street Corridor. Ms. Jackson explained that this item was closely related to the presentation Mr. Abbate would provide. This, too, was a follow-up item relating to the original planning and design charette held many years ago. The CRA had subsequently entered into a parcel-by-parcel analysis.

Ms. Jackson stated that one thing was that was typical of redevelopment in the Midtown business district was the public right-of-way and infrastructure improvements necessary, including narrowing of the street and possibly on-street parking. The next step was entering into the design phase. She advised that during the discussions with the community, it had become apparent that what happened in the private sector was very dependent upon the public sector right-of-way and parking. Acquisition and ownership of parcels in the district was a pivotal part of the plan, and she thought this was an opportune time to address both of these issues at the same time.

Ms. Jackson said she proposed moving forward and working together internally with the key departments, and to identify any disciplines or consultants outside necessary to help reach the goals. She wanted to form a team consisting of the Engineering, Planning, Legal, Zoning, Construction Services and the CRA to develop a scope of services for an RFP so a team of consultants could work on design of the right-of-way and to develop design guidelines. She advised that the scope of services would have two parts because the financing plan not only called for the Midtown business district but also the portion of 6th Street. She was seeking the freedom to explore the possibilities.

Commissioner Smith inquired about the length of the corridor from Federal Highway. Ms. Jackson did not believe the exact streets could be identified today, but the area roughly involved Federal Highway to Andrews Avenue or the railroad tracks. She said that with the amount of funding anticipated, 6 to 10 blocks of redevelopment in the Midtown district could be furthered. Commissioner Smith asked if an overall plan would involve the entire corridor. Ms. Jackson felt it should because ultimately it would go to the County, although design and build of the entire length would not be possible until funds were available for the entire project. However, the initial work could be focused where most of the private activity was occurring.

Commissioner Moore said he was a little confused. He understood the targeted point on the corridor in the Midtown area had been broken into two segments on which there would be an initial focus. However, the presentation he had just heard did not seem to have an initial focus on those two areas. Ms. Jackson stated that the same priority area #1 for the EZ Loan program was the same. In fact, it extended even further because the public right-of-way had to be addressed. Commissioner Smith believed the area in question was between 7th and 15th. Commissioner Moore thought he had heard Ms. Jackson refer to the area between Federal Highway and Andrews Avenue or the railroad tracks. Commissioner Smith understood the entire thing would be designed, but there might not be enough funds to construct it all. He knew there would be a gap in the middle, but the design would be in place to link the two areas when funds became available.

Ms. Jackson clarified that there were two different initiatives. The finance plan included Flagler Heights with its own set of financial goals – one of which was the infrastructure of 6th Street, and the other was the infrastructure of the cross streets as Mr. Abbate would discuss. She advised that the finance plan for the Midtown area had two initiatives as well – the public sector infrastructure covering approximately 10 blocks, and the acquisition of parcels. When she referred to packaging a team, the resulting design guidelines would pertain only to Midtown because Mr. Abbate's plan already addressed Flagler Heights. However, in terms of infrastructure and the design of the street, Ms. Jackson was suggesting moving forward with both Flagler Heights and Midtown. She noted that after consultation with bond counsel, the City might decide to do one section now and another later or do both at the same time.

Commissioner Moore understood this would extend from the western City limits to Federal Highway. Ms. Jackson advised that the design itself was for a portion of that because the capital expenditures would be limited. She stated that about \$3.5 million had been identified in the finance plan, which would cover 6 to 10 blocks, but the whole corridor was 1.9 miles. Commissioner Smith asked if the concept used on those 10 blocks would be the same concept used further west and when the gap was addressed. Ms. Jackson replied it would. Commissioner Smith understood detailed construction plans would be prepared for the Midtown and Flagler Heights areas, and more money would have to be spent later for detailed construction plans for the rest of the corridor.

Commissioner Moore felt the recommendation was too vague. Ms. Jackson explained that the RFP would provide design drawings. Commissioner Smith wanted to ensure that the gap was addressed at least conceptually. Mayor Naugle viewed it as a phased plan.

Motion made by Commissioner Moore and seconded by Commissioner Hutchinson to issue a Request for Proposals to contract with a consulting firm for design guidelines and consulting services for Sistrunk Boulevard and the 6th Street corridor design. Roll call showed: YEAS: Commissioners Smith, Moore, Hutchinson, Katz, and Mayor Naugle. NAYS: none.

Motion made by Commissioner Smith and seconded by Commissioner Moore to transfer funds from P10148.106 in the amount of \$99,475 and to designate \$143,090 from the reallocated CIP general funds into PED 080104 Architect/Engineering services to pay the cost of said consultant. Roll call showed: YEAS: Commissioners Smith, Moore, Hutchinson, Katz, and Mayor Naugle. NAYS: none.

2. Presentation by Anthony Abbate & Associates (Continued from Page 4)

Mr. Anthony Abbate, Professor of Architecture at Florida Atlantic University, said this project had started as an offshoot of the "Call to Action," which had been a study funded by the Downtown Development Authority that focused on the Flagler Heights area. He stated that the neighborhood association and some development interests had funded a study, and Mr. Abbate's firm had been hired to conduct a series of workshops and lay out a strategy for the physical improvements to Flagler Heights that would support future development at the density levels called for by the ULDR.

Mr. Abbate advised the study had also allowed for further investigation of some of the directives contained in the "Call to Action." The intention of the plan had been to resolve a number of existing infrastructure issues in the neighborhood, while supporting new development of high density compared to what currently existed. The plan also endeavored to incorporate existing structures and to find a middle ground with a phased mode of development from the residential district to the downtown area. Mr. Abbate described the process, which had been very open and involved a two-day workshop with residents, professionals in the design disciplines, City staff, and some of the Commissioners.

Mr. Abbate stated that the area had first been mapped, including future development based on site plans in the DRC process. Some were small, but some were quite large, so they had been included in the map so the impacts could be viewed and an information base developed to improve the infrastructure. Mr. Abbate said that a trolley tour of Colee Hammock had been taken because it was similar to Flagler Heights in terms of infrastructure as they had both been developed at about the same time.

Mr. Abbate said that the neighborhood had been divided into areas, and these sectors were then assigned to teams. Each team had then developed "fantasy" plans, which were subsequently assembled and analyzed seeking common ground. He stated that all of the intentions brought forth by the community had been addressed, and a focus had been placed on the common thread of introducing landscaping elements, continuous sidewalks and parallel parking on all the streets.

Mr. Abbate believed that parking was a very important issue from the community's standpoint and from the developers' standpoint as it was often the most critical factor in making projects viable. He said that a series of recommendations had been developed in both a transitional scenario and an ultimate build-out scenario. Mr. Abbate pointed out that the planting of many trees was proposed, and how that impacted parking had been analyzed as well. He believed that lost spaces could be made up at the ends of the blocks provided the on-street parking was implemented.

Mr. Abbate stated that the ULDR had also been reviewed, and there were a number of gaps between the intent and purpose of the Urban Village and the actual Code. Now, those gaps were being examined with the hope of providing recommendations to address these issues, and engineering standards were being reviewed.

Commissioner Smith asked Mr. Abbate if he could define the perimeters. He felt the whole area was basically a “wasteland” today with about 70% of the residents living below the poverty level. Most of the structures were substandard, and he wondered if the boundaries could be defined and what that area would be in the long run.

Mr. Abbate said that between 4th Street and 6th Street was known as the Flagler Heights Arts & Technology District, and it was an area along the historic railroad corridor where there were a number of old warehouse buildings. He thought it was probably the only area along the railroad in the downtown area that had as many intact buildings from the 1940s, and there were some properties being assembled in the area. Mr. Abbate stated that there was a market niche for retail uses with residences above in a loft fashion, and one large chunk of warehouses were under one ownership, which were architecturally wonderful. Therefore, the intention was to preserve as much as possible, so the first stage would involve zoning issues in order to allow the use of non-conforming relationships between building edge and street, for example.

Mr. Abbate said the focus in that area had been how to improve the street and create a very dense urban character, which was pedestrian-friendly and arts oriented with fountains, murals, high tech signage, etc., to generate excitement and activity along the railroad. He also thought there was a possibility for linking the area to a future linear park, and there were some interesting investigations going on to test the viability of that idea. He believed it could also tie in to the historical walk south of Broward Boulevard that the Historical Society was working on. There was also potential for transit stations, so Mr. Abbate thought this area could become very “pedestrianized” with shade and landscaping.

Mr. Abbate noted that Andrews Avenue, 3rd Avenue, and 6th Street were specifically excluded from the scope of his contract because of the nature of those streets and the processes involved. Nevertheless, his firm had been encouraged to make suggestions about how those streets could be linked.

Commissioner Smith introduced *Doug McGraw*, one of the landowners who had been working to assemble the land for some wonderful plans in the area. Mr. Abbate introduced *Alan Hooper*, who was working on the idea of lofts.

Mr. Abbate said 1st Avenue was a very interesting street. It was predominantly single-family residential in nature and was very healthy as compared to others in the area. He recalled a time when Christopher Alexander had been here, and this entire issue had come into the public eye. There had been a tour through Flagler Heights, and Mr. Alexander’s objective had been to find those places that were alive and nurture them so that life would grow, and 1st Avenue was one of the “alive” streets. Therefore, this was the core of the residential component of the urban village, and build-out could be similar to Colee Hammock with the exception of the housing type. Mr. Abbate believed the housing should encourage the use of the alleys for parking and access rather than having curb cuts on the street and back-out parking.

Mr. Abbate stated that there was a healthy alley system in place throughout this area, so he viewed this particular area as residential, and he pointed out some of the projects underway, which were primarily townhouses. He felt there should be a mix of affordable and more expensive units for people who worked downtown, and on the other side of 3rd Avenue, he envisioned medium-high density residential uses such as “courtyard” dwelling units. Mr. Abbate displayed photographs of the area and pointed out some of the projects being or recently

constructed. He stated that those became centers of improvement that would have tremendous positive impact on the entire area.

Mr. Mike Ferber felt that when the entire 150 acres were examined, there had already been large assemblages in certain portions. However, in other portions, the land was still owned in 50' or 100' lots, and the likelihood that those pieces would ever be assembled was small. He believed the most cogent observation in the Call for Action study had been the recognition that streetscape was the one thing that could unify such scattered lots to create value. Mr. Ferber felt that recognition was necessary in order to resuscitate the blocks that would not be assembled.

Mr. Stan Brown stated that the CRA Advisory Board had spent a lot of time on this subject, and they felt strongly that if some of the construction could get going, everyone would be surprised at how quickly the private sector reacted. The Board was considering working with developers in the area to support them and provide CRA incentives, but he believed market conditions would begin to take care of those areas.

Mr. Peter Feldman said he had been involved in this area for many years, and this conversation had been going on for well over 30 years. He had been somewhat quiet over the last few months because he had been so excited about finally seeing progress in the community. Mr. Feldman viewed this as the anchor project the City could offer to improve the rights-of-way and make the streets more pedestrian friendly and build an image that would entice the lending institutions to come and lend. At this point, the institutions still wanted to see a commitment from the community in a tangible fashion, and these plans were tangible, but now it required the Commission's support through authorization to proceed with working drawings.

Commissioner Moore inquired about the study area. Mr. Abbate advised that the study area had extended from 4th Street to 8th Street, and from 5th Terrace to the railroad. It had specifically excluded 3rd Avenue, 6th Street and Andrews Avenue. Mayor Naugle noted those were being studied by the DDA. Commissioner Moore asked if the participants had been developers or the general community, and Mr. Abbate replied that both had participated. Commissioner Smith believed there had been well over 100 people at the meeting, and Mr. Abbate said that close to 200 had been counted.

Commissioner Moore wondered if the tenants of the properties had been involved. Mr. Ferber advised that a mailing had come from a matrix of property owners, so people who rented apartments had not received mailings. Commissioner Moore asked if the membership of the civic association was composed of residents of the area or just property owners. Mr. Ferber stated that membership was opened to residents and property owners. He doubted there were more than 20 Homesteaded properties throughout the 150 acre area. Mr. Ferber added that the largest land use in the neighborhood was vacant land, and beyond that were businesses owned by people who did not necessarily live in the area, but the association was representative of all those interests.

Commissioner Smith said he was continually amazed at how few people lived in the area but had maintained a high level of interest anyway. Commissioner Moore understood the "pulse of the community" had been tapped and wondered if the Flagler Heights Business Group had been involved in the process. Commissioner Smith advised that group no longer existed.

Ms. Laura Mutti said she had attended the workshop meeting. There had been a detailed presentation one day, and 6 groups containing 6 to 12 people had been formed the next day.

She stated that although all the property owners were invited, they did not all participate. Nevertheless, she felt it had been representative of the community's desires.

Commissioner Moore inquired about the type of affordable housing envisioned. *Mr. Robert Lochrie, Jr.* said about 70% of the units would cost less than \$200,000, with the affordable units in the \$160,000 range. He stated that in excess of 20% of the units would fit that threshold. Commissioner Moore understood one developer was doing a courtyard project and inquired about the price range of those units. Mr. Feldman advised that he was still seeking financing for the project, but his goal was to provide rental units that would start at \$750 a month. He was conducting research about the criteria associated with in Broward County.

Commissioner Moore inquired about the kind of development proposed for the warehouse area. Mr. McGraw said the planned use for those buildings was high-tech rental space. Commissioner Smith congratulated the many people who had done so much hard work over so many years.

Motion made by Commissioner Smith and seconded by Commissioner Moore to instruct CRA staff to work in concert with appropriate City staff to review and develop any Code changes necessary to implement the design guidelines for proposed development.

Commissioner Moore was happy to see that individuals were making investments to redevelop this area.

At 4:54 P.M., Commissioner Hutchinson left the meeting. She returned at 4:55 P.M.

The City Manager wished to clarify that this would take a lot of elements to integrate these issues into regulatory Codes, so staff was seeking instruction to go about the business of integrating these changes into the appropriate Codes for subsequent approval.

Commissioner Katz thought there had been great vision on the part of the entire community to put this plan together. She hoped that effort could be duplicated in other areas of the City.

Mayor Naugle had noticed a changing centerline on some of the roads in the plans. Mr. Abbate advised that had been one of the original workshop recommendations, but it had not made it into the plan due to the difficulties associated with it. Mayor Naugle had really liked that idea. Commissioner Smith did as well, but it was very difficult to work out.

Mayor Naugle explained that the centerlines had been changed to "veer off" in order to calm traffic. He suggested that the City experiment with the idea somewhere, perhaps in the Lincoln Park or Sweeting Estates areas.

Mayor Naugle referred to the area along the railroad tracks. He thought the right-of-way could be used for some nice things involving old railroad cars, festivals, farmers markets, etc. because there was so much right-of-way, and it was a great area for a "people place." In the areas around City Hall, he hoped there would be residential uses in addition to offices because if there were only offices, the area would be empty at night. Mayor Naugle noted that some communities required a residence in order to have an office, and he liked the idea of a business with an apartment in the back, for example.

At 4:58 P.M., Commissioner Moore left the meeting.

Mr. Abbate agreed with Mayor Naugle that the residences would have to be required in conjunction with the businesses.

Roll call on the Motion showed: YEAS: Commissioners Katz, Smith, Hutchinson, and Mayor Naugle. NAYS: none.

At 5:00 P.M., Commissioner Moore returned to the meeting and offered a YEA vote on the motion.

4. Avenue Lofts Project

A motion was presented to approve the Avenue Lofts project and to begin negotiations to enter into a development agreement. Ms. Jackson described the background of this project and advised that the CRA Advisory Board had considered it at two meetings. She noted that this project included infrastructure improvements and introduced *Mr. Robert Lochrie* to provide the presentation.

At 5:05 P.M., Commissioner Moore left the meeting.

Mr. Lochrie explained that he represented Alan Hooper, who had been developing property in Fort Lauderdale for about 14 years. He had put together a team to work on this project, which would be located at the southwest corner of the intersection at Andrews Avenue and 5th Street near the warehouses mentioned earlier by Mr. Abbate. The property consisted of about 2 acres, and the project would be a mixed-use project consisting of 12,000 square feet of retail space along Andrews Avenue and 5th Street. There would be a restaurant or similar use at the corner, and four 2-story townhouse units were proposed on the other side along 4th Street. Above that would be 3 stories of 96 live/work lofts for a total of 100 units.

Mr. Lochrie described the architecture and noted that the loft units would have 12' ceilings with open floor plans so people could design their own spaces, and the 4th floor units would have 14' ceilings. Above that component there would be a pool and garden area, and there would be an additional pool and garden area so every second floor unit would have an accessible garden area. He stated that it had been designed for modern living, with the appearance of an old industrial building converted to this use, which was very popular in areas like Atlanta and Seattle.

Mr. Lochrie described the proposed signage, which presented some difficulties in terms of zoning, but it was not essential to the project. However, everyone seemed to like the signage, and about 70% of the units would sell for less than \$200,000.

At 5:06 P.M., Commissioner Moore returned to the meeting.

Mr. Lochrie said that part of the project involved about \$477,000 of infrastructure improvements in the rights-of-way around the site. He had spoken with Ms. Jackson about those improvements and the possibility of the CRA continuing some of those improvements and doing other work in some of the adjoining streets. Through the negotiation process, he had learned that CRA staff would not propose those at this time, and it might be best for the developer to move forward with those improvements, with the caveat that when the project was completed and generated TIF revenues, some of those could be used for reimbursement. Nevertheless, the developer was willing to pay those costs up front, and that was the first part of the proposal today.

Mr. Lochrie reported that the project would be developed in 5 stages because there had been some problems with the financing. By developing it in 5 stages, he was confident the development could be completed more quickly, but staff had expressed concerns about negotiating on a "phase 1" aspect. Instead, the CRA wanted to ensure that all 5 phases were, in fact, built out.

Ms. Jackson explained that as the developer proceeded, some of the obstacles associated with the area came to light. To obtain financing was difficult, and she preferred a conservative approach to safeguard the City and the CRA while still getting the product that would jumpstart redevelopment. She thought Mr. Hooper had done a good job of making this an attractive, project that could be financed, but there was a gap of \$1.1 million in the pro forma. It had taken months of negotiations to fill that gap, and it could be done by utilizing the TIF from the project for a period of years. Ms. Jackson said the TIF financing would not start until the project was completed and bringing in sufficient financing.

Ms. Jackson stated that the CRA would receive an additional \$100,000 in the sixth year for the trust fund to implement additional parts of the finance plan. She noted that since this was an evolving process, there would be opportunities to consider alternative financing methods as time went on. Today, however, she recommended a spread out period of time for TIF funding of the gap as was done with JPI. Ms. Jackson said that she would continue to work with the Finance Department to address the gap as part of the bonding process.

Commissioner Smith had read the market study, which had mentioned the uniqueness of the product and the need for other improvements in the area in order for the project to be viable. He wondered if the improvements discussed earlier were the types of things that would make lenders and buyers secure enough. Mr. Lochrie believed that was the type of thing that was necessary so the financial community could see that the investment would be made.

Commissioner Moore wanted to take a more assertive approach to financing in the CRA. He suggested that lenders be invited to a CRA Advisory Board meeting so they could understand the efforts being made and how the plans were evolving. He felt that bank presidents and directors should hear a full presentation. Commissioner Smith thought that was a great idea. He thought some sort of an unveiling, perhaps in one of the warehouses spaces, with some food, etc. Commissioner Moore agreed that was a good idea as long as there was air conditioning.

Mayor Naugle thought there might also be a way of recognizing the lenders, in a fashion similar to the Community Appearance Board's awards. Commissioner Moore suggested that the Chair of the CRA Advisory Board ask the institutions to attend a meeting. Mr. Brown advised that the Board would take up the issue, and there were a number of lenders with which the City had relationships. The City Manager said he would work with the Board, but he wanted the Commission to know that staff and the CRA had worked closely on selected deals with lending institutions, and he felt this was a worthwhile undertaking. It was the consensus to do this before the August recess, if possible, or September, if necessary.

Commissioner Moore said he was willing to use the TIF revenues for this project, but he was not willing to use utility or franchise fees. Commissioner Smith inquired about his philosophy because, without the building, there would be no franchise or utility fees. Mayor Naugle understood staff was only talking about bonding the TIF. Ms. Jackson stated that the City Treasurer had helped in terms of incorporating this into the finance plan. She noted that a spreadsheet had been distributed showing the financial analysis, which had been based on the TIF revenues, financial assistance, the amount of TIF left over after subsidy, and the total revenue.

Commissioner Katz asked if it was realistic to assume that the TIF would go up every year as shown through year 20. Mr. Boe Cole, City Treasurer, stated that a modest growth in the roll had been built in because as growth occurred, a greater amount of the TIF went to the CRA. Mayor Naugle thought this projection was probably conservative. Mr. Lochrie noted that the TIF generated by surrounding properties had not been included.

Commissioner Katz pointed out that page 5 indicated there would only be half of the live/work units receiving Homestead Exemptions. Mr. Lochrie believed a large number of the units would be used for offices, and Mayor Naugle noted that some would be used as second homes.

Commissioner Katz understood the developer would finance \$977,000 worth of streetscape and, after completion of the last phase of the project, the CRA would reimburse \$500,000. She wondered what would happen if the developer were able to do the streetscape improvements for less and preferred the reimbursement to be a negotiated percentage of the cost. It was noted that the cost could be more than the \$977,000. Mayor Naugle understood Commissioner Katz just wanted to ensure the cost was shared. Commissioner Moore suggested that for every \$2 the developer spent, the City reimburse \$1 up to \$500,000.

Commissioner Katz also thought it would be better if there were some specific plans for the improvements with some independent audit to ensure accuracy as to the amount spent. She did not want the Commission to have to get in the middle.

The City Manager felt Commissioner Katz had raised some good points, but today staff was only seeking authorization to move forward and negotiate a development agreement. He believed Ms. Jackson was very capable when it came to negotiations. Commissioner Katz was comfortable with that idea, but she had just wanted to put these issues on the record.

Motion made by Commissioner Smith and seconded by Commissioner Hutchinson to approve the Avenue Lofts project and to begin negotiations to enter into a development agreement. Roll call showed: YEAS: Commissioners Katz, Smith, Moore, Hutchinson, and Mayor Naugle. NAYS: none.

Commissioner Hutchinson liked the proposed signage, and Mayor Naugle hoped this project went forward. Although it was a risk in some ways, the parties involved had a good track record in Fort Lauderdale of producing quality projects. He was also enthusiastic about this because the City was below the national, State and County averages in terms of home ownership.

Commissioner Moore wished to take this opportunity announce that the State Housing Finance Authority would be meeting in Fort Lauderdale on June 15, 2001 at 10:30 A.M. at the Sheraton Design Center located at I-95 in Dania. He hoped the individuals present today would attend because he planned to request a change in focus from rental units to home ownership. He also suggested that Mayor Naugle author a letter in this regard.

5. Financial Advisors/Bond Counsel for CRA Bond Issues

Motion made by Commissioner Smith and seconded by Commissioner Hutchinson to approve retaining the services of Dunlap & Associates and Fidelity Financial Services, L.C. as Financial Advisors, and Squire, Sanderes & Dempsey, LLP and Steve Bullock, P.A., as Bond Counsel. Roll call showed: YEAS: Commissioners Katz, Smith, Moore, Hutchinson, and Mayor Naugle. NAYS: none.

**6. Extension of Consulting Contract with Holland & Knight LLP
Redevelopment Strategies, LLC**

Motion made by Commissioner Moore and seconded by Commissioner Hutchinson to approve renewal of the agreement with Holland & Knight LLP Redevelopment Strategies, LLC for consultant services provided to the NPF CRA retroactive from May 1, 2001. Roll call showed: YEAS: Commissioners Katz, Smith, Moore, Hutchinson, and Mayor Naugle. NAYS: none.

7. Finding of Necessity Study of Conditions for Konover Boundary Expansion

The City Attorney noted that all of the CRA members had received the report that was part of the back-up material distributed in connection with this item.

Motion made by Commissioner Moore and seconded by Commissioner Hutchinson to approve expansion of the NPF CRA boundaries as presented in the Finding of Necessity Report by Holland & Knight LLP Redevelopment Strategies, LLC, and recommend approval by the City Commission at the meeting on July 10, 2001. Roll call showed: YEAS: Commissioners Katz, Smith, Moore, Hutchinson, and Mayor Naugle. NAYS: none.

There being no further business before the Board of Commissioners, the meeting was adjourned at 5:35 P.M.